

FEB 1952 01-4AA

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

INFORMATION REPORT REPORT NO. 25X1A

CD NO.

COUNTRY USSR

DATE DISTR. 21 Oct. 1952

SUBJECT Higher Maritime Educational Institutions

NO. OF PAGES 4

25X1NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

25X1X

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1. All schools preparing personnel for the Ministry of the Merchant Fleet (MMF) are 25X1 subordinate to the Chief Directorate of Educational Institutions (GUUZ). The three higher institutions preparing persons on the university level are:
 a. The Merchant Fleet Academy (Akademiya Morskogo Flota)
 b. The Marine Engineering Institute in Odessa
 c. Three higher navigation schools in Leningrad, Odessa, and Vladivostok.

The Merchant Fleet Academy

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2. This academy is located in Leningrad, Vasilevskiy Ostrov, 21st Liniya, in the same building as the Higher Navigational School. The Academy was established in 1949 to provide advanced education for higher employees of the MMF. The main reason was that a large number of distinguished Party members, without the necessary training and experience, had been appointed to leading positions in MMF organizations. The academy has two departments (fakulteti) as follows:
- a. Administration and Management (Eksplotatsionnyy), which gives advanced training to high administrative personnel of steamship companies and ports;
 - b. Marine Engineering (Sudo-Mekhanicheskiy), which provides training for high administrative personnel of MMF shipyards and ship repair yards.

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3. Students enrolled in either of these departments are officers of the MMF with college education and practical experience. They must have served at least five years in leading positions with organizations and agencies of the MMF, such as directors of steamship companies, directors of shipyards and repair yards. The age limit is 40 years and the annual contingent of students is 120.
4. The selection of candidates is made on the basis of the annual quota, determined by the Committee for Higher Education, USSR Council of Ministers. This quota is sent to GUUZ, which prepares breakdowns (limity) for all the glavks (chief directorates) which have such high personnel in their field agencies. The glavks in turn prepare the breakdown for all steamship companies, yards, and ports which are subordinate to them. The field agencies select the individuals who are to attend the academy and forward the lists to their respective glavks. The lists of prospective students, subject to the approval of the glavks, are forwarded to the Chief Directorate of Personnel, MMF (Glavnoye Upravleniye Kadrov), where a second, though formal, check is made. In practice the approval given by the glavks, where all the candidates are personally well known, is final although officially the ultimate decision lies with the Minister of the Merchant Fleet.

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- (a) The academic year begins in October and the course lasts two years.
- (b) Students of both departments are taught the following subjects together: theory of Marxism-Leninism and dialectical materialism; political economy; budgeting and cost-accounting (Khozraschet) with special emphasis on the financial activities of the MMF organizations; rules for technical exploitation of vessels.
- (c) Only the students in the administration faculty are taught the following: organization of maritime transports (Organizatsiya Morskikh Transportov); organization of work in ports; planning of maritime transports.
- (d) The special subjects for students in the marine engineering faculty are: organization of ship repair (Organizatsiya Sudorementa); planning of ship repair.
- (e) [redacted] one of the lecturers was Deputy MINISTER, MF, Bayev, who taught "Organization of Maritime Transports".
- (f) After completing their course, the students took a final examination, were given diplomas, and assigned to new positions. As a rule, graduates of this academy were not sent back to their previous organizations.
- (g) While they were at the academy, students retained their full salaries and ranks. Room, board, and books were provided by the MMF. (For a time students had been given an allowance of 300 rubles per month but this was abolished in 1949.)

Higher Navigation Schools

5. There are a total of three higher navigation schools in Leningrad, Vladivostok, and Odessa. The Leningrad school is located on Vasil'evskiy Ostrov, 21st Liniya. The Odessa school is on Mechanikova Ulitsa, close to the Marine Engineering Institute.

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25X17. [redacted] the Odessa Higher Navigation School and the information on it, dating back to 1945, would also apply to the two others, which are organized and operated on the same pattern. These higher navigation schools were created in 1944 when the existing maritime technical institutions (Morskiye Tekhnikumy) were reorganized. The annual enrollment in each school is about 200 students.

8. In 1945 the head of the Odessa school was Kravchuk (fmu), Engineer Director General, MF, Third Class. His deputy, the director for education, was Buryzhkin (fmu), an army engineer with the rank of major. [redacted] the names of any other personnel. The school had the following faculties:

- (a) Navigation (Sudovoditel'skiy)
(b) Marine Mechanics (Sudo-mekhanicheskiy)
(c) Electrical engineering (Elektro-mekhanicheskiy)
(d) Radio engineering (Radio-tekhnikheskiy)
(e) Ship repair (Sudo-remontnyy)

[redacted]
(a) In all the faculties the course lasted five to five and a half years, normally divided into 10 semesters. For the first four years the students in the mechanical and the ship repair faculties took the same courses. In the last year they had separate courses.

(b) The entrance requirements were 10 years of education and a clean political record. Priority was given to children of sailors and employees of the Merchant Fleet. The age limit was 23 years and the candidates had to undergo a very strict physical examination; they had to take a general education examination and in addition to this there was always a competitive examination to eliminate the numerous candidates which the school could not accept. Applicants who had completed 10 years of education with excellent results (bearers of gold medals) were exempted from the general examination and were accepted within the limits of the competitive examination on a priority basis.

(c) Accepted candidates, called "kandidat-kursant", were sent, immediately after enrollment, for one year practical training on ships. This naval apprenticeship was compulsory and consisted in working as sailors, stokers, and in other low positions [redacted]. At the end of this stage, students were sent back to [redacted] school for their theoretical instruction.

(d) The academic year was divided in the following way: there were two instruction periods, from September to December and from February to May, each followed by an examination period of two to four weeks. Each summer there was a compulsory practical training period which lasted two months. During this time students of the navigation faculty were sent on a cruise while the students of the other faculties, except radio-engineering, took their practical training in the school's workshops (uchebno-proizvodstvennyye masterskiye). [redacted] where the radio-engineering students underwent practical training. This schedule was followed, without much variation, by the students in navigation, electro-engineering, and radio engineering faculties.

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- (e) After two years in the school the students of the mechanical and ship repair faculties were sent for practical training on steamships to familiarize themselves with engines and boilers. Their third training period was spent on ships with Diesel engines to acquire practical experience with them. The following year they were sent to shipyards and repair yards to become familiar with ship building and ship overhauls. The last phase of practical training, lasting three months, consisted in an overseas voyage for the students in the mechanical faculty and more work in the shipyards for the other group.
10. After 10 semesters the students were given a subject for a thesis (diplomnyy proekt) which had to be presented and defended before the examination board three or four months later. Normally 20 per cent of the students failed this examination and were given a chance to take it again the following year. The successful students were given engineer diplomas as follows:
- (a) Navigation faculty: nautical engineers
 - (b) Mechanical faculty: marine mechanical engineers
 - (c) Electrical engineering faculty: marine electrical engineer
 - (d) Radio engineering faculty: marine radio engineer
 - (e) Ship repair faculty: shipyard engineer
- According to the results obtained in their school record, graduate students were given the rank of lieutenant (Technical lt) or senior lieutenant (Sen Techn lt) in the Merchant Fleet. At the same time they received their reserve commissions for the same ranks in the Navy.
11. The appointments to positions were made according to the needs of the service with no consideration of individual desires. The prevailing regulations stipulate that newly promoted officers of the Merchant Fleet have to stay on their jobs for at least three years in order to repay the state for the expenses incurred by their free education. Since 1939 all positions in the MMF and the Ministry of the River Fleet are considered as military service. All the personnel are under military jurisdiction and no one can leave his position even after the compulsory three-year term of service. Offenders are brought before Maritime Courts (Vodnyy Tribunal), set up on the pattern of courts-martial, and tried for absence without leave or desertion. The penalty for an unauthorized absence of 24-48 hours would be some five years of forced labor. Although martial law, proclaimed for the ministries of the Merchant Fleet and the River Fleet in 1941, was lifted in 1948, all other mobilization regulations have remained in force. Disciplinary and court-martial regulations of the Merchant Fleet are almost the same as those for the Navy.

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